

Calendar

The Michigan Aeronautics Commission announced its regular meeting schedule for 2000. As a service to the public, all meetings will be broadcast on Michigan State Government TV (MSG-TV). Check your local cable television company for channel and schedule information. Further details about agendas, minutes, or meeting locations may be obtained by calling the Bureau of Aeronautics at 517-335-9943.

January 20 - Lansing
March 23 - Lansing¹
May 18 - Saginaw
July 20 - St. Ignace
September 13 - Bellaire²
November 9 - Lansing

¹ Joint meeting with the State Transportation Commission

² Joint meeting with MAAE

John Engler, Governor

MICHIGAN AERONAUTICS COMMISSION

Alice J. Gustafson, Chair - Pontiac
Arnold P. Saviano, ViceChair - Harbor Springs
Lowell E. Kraft, Pigeon
Robert Bender, Middleville
Fred Rakunas, Eastport

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Michigan Department of Transportation

Capt. Steven Herner
Michigan State Police

Brigadier General Ronald L. Seely
Michigan Department of Military Affairs

Guy Gordon
Michigan Department of Natural Resources

William E. Gehman, Director
Michigan Aeronautics Commission

Barbara Burris
Executive Assistant to the Commission

Kenneth Schaschl - Editor

MDOT Specialized Technology/Graphics - Graphic Design

MAY

20 Lansing, Michigan Bureau of Aeronautics Bldg., Capital City Airport. 8a.m.-4p.m. **Seventh Annual Aviation / Aerospace Teachers Workshop.** Registration fee is \$25.00 which includes resource materials and lunch. Capacity is limited. To register, or for additional information, please call 517-335-9977 or e-mail tkrashent@mdot.state.mi.us. Sponsored by Michigan Department of Transportation, Lake Michigan Chapter of the 99's, Michigan Aeroscience Alliance, U.S. Air Force, Lansing Community College and the Michigan Aviation Hall of Fame.



Dawn Patrols and Aviation Calendar

If your organization or club is planning a Dawn Patrol or an event you wish to have published, please call the Bureau of Aeronautics at 517-335-9915. Deadline for Dawn Patrols is February 15, 2000. Information needed for publication includes: date of event, associated city/airport name, type of event, comments or associated event, sponsoring organization, contact person and telephone number. This information may be faxed to 517-321-6422 Attn: R. Riffel, e-mailed to riffelr@mdot.state.mi.us, or mailed to:

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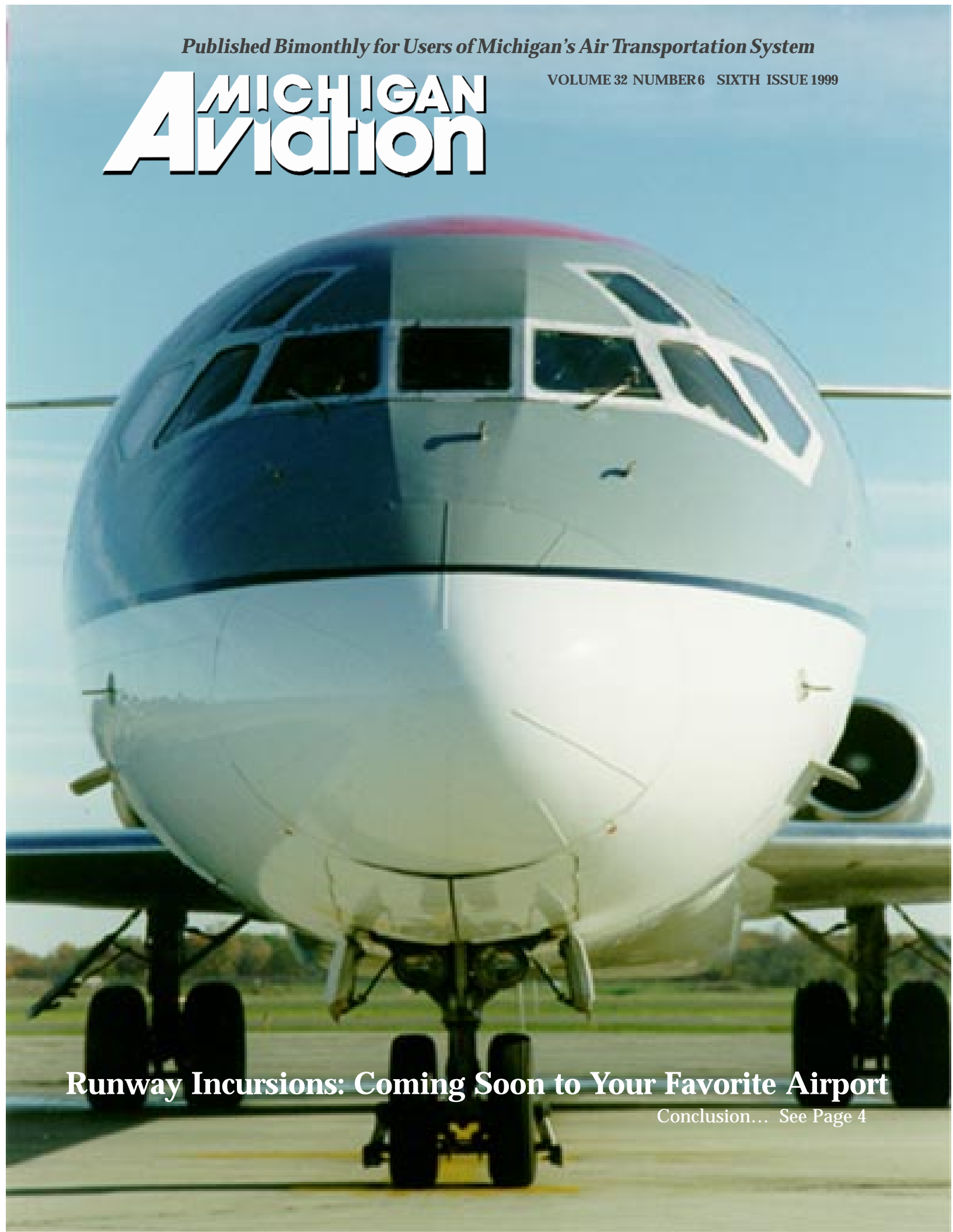
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Runway Incursions: Coming Soon to Your Favorite Airport

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COMMISSION ACTION

The Michigan Aeronautics Commission met in Thompsonville on September 15, 1999. The meeting was held in conjunction with the annual gathering of the Michigan Association of Airport Executives (MAAE). The Commission's annual awards of excellence were presented to the Manistee County-Blacker Airport Authority and Debbie Marshall were honored in the group and individual categories, respectively. (See p.6)

In other action, commission members approved funding totaling \$3.6 million for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

The following are approved projects:

GRANTS

BAD AXE

Huron County Memorial Airport - an allocation of \$6,800 to update the Airport Layout Plan. The proposed budget consists of \$6,120 federal, \$340 state, and \$340 local.

BATTLE CREEK

W.K. Kellogg Airport - an allocation of \$50,000 for taxiway design and extension. The proposed budget consists of \$45,000 federal, \$2,500 state, and \$2,500 local funds.

BELLAIRE

Antrim County Airport - an allocation of \$40,000 to grade and seed runway shoulders. The proposed budget consists of \$36,000 federal, \$2,000 state, and \$2,000 local funds.

BENTON HARBOR

Southwest Michigan Regional Airport - an allocation of \$50,000 for design work for a future taxiway rehabilitation project. The proposed

budget consists of \$45,000 federal, \$2,500 state, and \$2,500 local funds.

CHEBOYGAN

Cheboygan City-County Airport - an allocation of \$180,000 to extend Runway 9/27. The proposed budget consists of \$162,000 state and \$18,000 local funds.

DETROIT

Detroit City Airport - an allocation of \$220,000 to rehabilitate taxiways, taxiway lighting, Visual Approach Slope Indicators (VASI), Runway End Identifier Lights (REIL), and the airport beacon. The proposed budget consists of \$189,000 state and \$22,000 local funds.

EAST JORDAN

East Jordan City Airport - an allocation of \$31,000 for design work on a project to rehabilitate the runway, taxiway, and apron; and for an Airport Layout Plan update. The proposed budget consists of \$27,900 state and \$3,100 local funds.

GRAYLING

Grayling Army Airfield - an allocation of \$40,000 to install fuel tanks. The proposed budget consists entirely of state funds.

GREENVILLE

Greenville Municipal Airport - an allocation of \$15,000 for runway rehabilitation design work. The proposed budget consists of \$13,500 federal, \$750 state, and \$750 local funds.

GROSSE ILE

Grosse Ile Municipal Airport - an allocation of \$85,000 for design work to rehabilitate Runway 17/35, apron resurfacing and drainage improvements. The proposed budget consists of \$52,200 federal, \$16,400 state, and \$16,400 local funds.

HESSEL

Albert J. Lindberg Airport - an allocation of \$51,000 for design work to rehabilitate the runway, taxiway, and apron, and to update the Airport Layout Plan. The proposed budget consists of \$45,900 state and \$5,100 local funds.

HOLLAND

Tulip City Airport - an allocation of \$38,000 for preliminary engineering work for a runway rehabilitation project. The proposed budget consists of \$34,200 federal, \$1,900 state, and \$1,900 local funds.

HOWELL

Livingston County Airport - an allocation of \$220,000 for land acquisition. The proposed budget consists of \$198,000 federal and \$22,000 local funds.

IONIA

Ionia County Airport - an allocation of \$96,500 for design work to extend the runway and parallel taxiway, including wetland mitigation. The proposed budget consists of \$86,850 federal, \$4,825 state, and \$4,825 local funds.

MARQUETTE

Sawyer International Airport - an allocation of \$896,000 to construct an access road, pave the ILS critical area, and to rehabilitate the airport rescue firefighting/maintenance building. The proposed budget consists of \$806,400 federal, \$33,550 state, and \$56,050 local funds.

PONTIAC

Oakland County International Airport - an allocation of \$1,444,444 to acquire land in the Runway Protection Zone. The proposed budget consists of \$1,300,000 federal and \$144,444 local funds.

SPARTA

Sparta Airport - an allocation of \$50,000 for an Airport Layout Plan update. The proposed budget consists of \$45,000 federal, \$2,500 state, and \$2,500 local funds.

LOAN

SPARTA

Sparta Airport - a loan of \$100,000 in state funds to construct hangars. The loan will be supplemented with \$13,000 in local money.

Flight Resource Center Dedicated at the Bellaire, Antrim County Airport

On Friday, October 1, the Michigan Air Tour flew to the Bellaire, Antrim County Airport on one of its scheduled stops. That evening they attended a ceremony dedicating a Flight Resource Center to the memory of Matthew Brian Feko. Feko, a 25 year old Antrim County resident and commercial pilot, was killed by a drunk driver on May 17, 1998 as he was riding his bike along an Antrim County highway.

Matt began flying at Oakland Community College and continued his aviation education at Northwestern Michigan College in Traverse City. He received his Associates Degree in Aviation Technology in 1996. He then completed a Bachelor of Business Administration degree at Davenport College in Traverse City. Matt held both single and multi-

engine ratings on his commercial pilot's license and was a certified instrument instructor.

After his graduation, Matt was employed as a flight instructor at Northwestern Michigan College and as part of the ground maintenance crew at the Antrim County Airport. In 1998 he moved to Gaylord to become a charter pilot with North Country Aviation.

The Flight Resource Center is located in the terminal building at the Antrim County Airport. It contains an aviation library, instructional video tapes, and the equipment to view them. In addition, a certified PC-based IFR flight simulator is available for public use. The resource center provides an ideal place for pilots to study, practice instrument approaches, or just relax.



John Strehl (R), manager of the Antrim County Airport, presents a plaque to Matt's parents, Joseph and Marie Feko.

NEW COMMISSIONERS WELCOME

Robert Bender, of Middleville, began a distinguished career with the U.S. Navy in 1959. He served as a pilot and mission commander, aviation squadron commanding officer, and staff officer at NATO headquarters in Brussels. From 1983 until 1994 he was a member of the Michigan House of Representatives, where he served on the Appropriations Committee, including chair and vice-chair of various subcommittees. He also chaired the Legislative Aviation Caucus for four years. In 1995, he began two years of volunteer service with the U.S. Peace Corps in Voronezh, Russia, specializing in agricultural business development. Most recently, he was appointed by Governor Engler to manage the bovine tuberculosis eradication program in

northeast Michigan. Additionally, he owned and operated a 500-head dairy farm for twenty years, during which time he was selected as the "Outstanding Young Farmer" in Barry County, and runner up statewide. He was instrumental in forming the Barry County and City of Hastings Airport Commission, serving as its first secretary/treasurer. Mr. Bender is an aircraft owner with over 3,700 flight hours. He holds a commercial pilot certificate with instrument and multi-engine ratings.

Fred Rakunas, of Eastport, has been in aviation for nearly five decades, during which he has logged over 30,000 hours of flight time. For 37 years he was a pilot for North Central, Republic, and Northwest Airlines. Prior to be-

Continued from page 3.

ginning his airline career in 1959, he served with the U.S. Army as an aircraft mechanic and flight instructor. He served as the liaison between the Airline Pilots Association and air traffic personnel at Chicago O'Hare airport and Chicago Center. In the early 1970s he helped form the first concept of the "go team" accident investigation committee, which is used today by the National Transportation Safety Board. Since his retirement in 1996, he has remained active in general aviation as a part time instructor and Aviation Advisory Committee member at Northwestern Michigan College. He is also part owner of a Cessna 120 seaplane. Mr. Rakunas and his wife, Gwen, have been married for 38 years and have two sons and one grandson.



Aviation In-formation

The County of Marquette has completed its long-planned transfer of all operations from the Marquette County Airport to the Sawyer International Airport (formerly the K.I. Sawyer Air Force Base). Preparation for the transition included construction of a new terminal building, installation of a new instrument landing system, and relocation of the runway lights. On September 25, 1999, the Sawyer Airport was officially dedicated at a day-long event which included participation by many federal, state, and local dignitaries. The old county airport has been sold and is permanently closed.

On October 5, 1999 a new \$30 million Air Cargo and Trade Center was dedicated at the Kent County International Airport in Grand Rapids. The 47-acre, two-building facility comprises 160,000 square feet of warehouse, processing and office space, 680,000 square feet of aircraft ramp space, 14 aircraft parking positions, and 61 truck bays. The center is three times the size of the airport's previous air cargo terminal. Primary tenants are FedEx, Emery Worldwide, Airborne Express, and the U.S. Customs Service. Air cargo volume at Kent County International Airport has nearly doubled in the past decade, and is growing at twice the rate of passenger volume.

Officials at the Kalamazoo Aviation History Museum (Air Zoo) have announced plans to build a "world class tourist attraction." The attraction, which will be called *Legacy of Flight*, is to be built on a six-acre site near the Kalamazoo-Battle Creek International Airport and will feature a 15 story "Aerodome". According to Preston S. Parish, Air Zoo Chairman, *Legacy of Flight* will be a place where "the Smithsonian meets EPCOT." The goal is for it to become the number-one space edu-

cation and entertainment venue in the world. Among the exhibits and interactive experiences planned are a reproduction of a World War II London bomb shelter, a Nimitz-class aircraft carrier replica, a hypersonic flight simulator, and an "Air Art" gallery featuring a collection of original and rare artwork. According to market research, *Legacy of Flight* will stimulate the creation of 1,775 permanent jobs and increase the need for hotel rooms by 840 during summer months. The \$80 million facility is scheduled to open in June 2003, during the centennial celebration of powered flight.

Muskegon County Airport is the first location in Michigan to receive boarding bridges which are specially designed for regional aircraft.



In addition to providing weather protection and enhancing safety, the equipment meets the requirements of the Federal Air Carrier Access Act for disabled passengers. Financing came, in part, from the Bureau of Aeronautics' Air Service Program funds.

The airport engineering firm Mead & Hunt, Inc. and the construction company Thompson-McCully are the recipients of this year's Award of Excellence, in the airport category, from the Michigan Asphalt Paving Association (MAPA). The award is in recognition of work on a recent runway rehabilitation project at the Jackson County Airport. The second place, Award of Merit was given to H & D, Inc. and Peckham Engineering as the construction and engineering firms for a runway rehabilitation project at Bellaire, Antrim County Airport. The awards

were presented at the MAPA annual holiday banquet on December 2. The awards have recognized superior workmanship in asphalt pavements since 1977.

On September 15, 1999 the annual Michigan Aeronautics Commission Awards of Excellence were presented at a commission meeting in Thompsonville. In the individual category, Debbie Marshall, State of Michigan Congressional Liaison, was recognized for her many years of service as an advocate for aviation issues before congress. The group winner was the Manistee County-Blacker Airport Authority for their efforts in securing funding and support for a project to move Runway 9/27, convert the old runway into a taxiway, and to install an instrument landing system.

A package of legislation currently being considered by state lawmakers will protect airports and approaches. The legislation will amend the requirements for establishing land use zoning standards by townships and counties. The bills will require local zoning commissions to incorporate Airport Layout Plans and Airport Approach Plans into Zoning Plans. Zoning ordinances will also have to be consistent with any airport zoning regulations. The four bills, which make up this legislation, are Senate Bills 764 and 765 and House Bills 5036 and 5037. The full text of these bills, as well as other legislation, is available on the internet at www.michiganlegislature.org/find.asp.

The Michigan Aviation Association (MAA) announced the first recipient of its new scholarship. Dion J. Zammit, of Livonia, was awarded the scholarship to continue his studies in aviation management at Eastern Michigan University. He will graduate with a Bachelor of Science degree in December 2000. Zammit, and EMU Professor Timothy Doyle, accepted the award on October 1, 1999 during the starting ceremonies of the 1999 Michigan Air Tour. The ceremony was held at the Oakland County International Airport in Pontiac.



COMMISSION ACTION *Continued*

The Michigan Aeronautics Commission met in Lansing on November 4, 1999. At the meeting, two new members joined the commission and two outgoing members were honored for their service. In other action, commission members approved funding totaling \$12.5 million for airport improvements across the state.

Some projects have federal, state, and local funding; while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

GRANTS

ANN ARBOR

Ann Arbor Municipal Airport - an allocation of \$1,580,000 to rehabilitate Runway 6/24, including the parallel taxiway and runway lighting. The proposed budget consists of \$1,422,000 federal, \$79,000 state, and \$79,000 local funds.

BENTON HARBOR

Southwest Michigan Regional Airport - an allocation of \$50,000 to fund a runway safety area study. The proposed budget consists of \$45,000 federal, \$2,500 state, and \$2,500 local fund.

DETROIT

Detroit City Airport - an allocation of \$847,000 to rehabilitate runway and taxiway lighting. The proposed budget consists of \$762,300 federal, \$42,350 state, and \$42,350 local funds.

Detroit Metropolitan-Wayne County Airport - an allocation of \$7,440,667 to acquire land for noise mitigation and to expand the firefighting training facility. The proposed budget consists of \$5,584,000 federal and \$1,856,667 local funds.

GRAND RAPIDS

Kent County International Airport - an allocation of \$1,648,000 to fund a noise demonstration project and for land acquisition reimbursement for Runway 17/35. The proposed budget consists of \$1,482,700 federal and \$165,300 local funds.

HOLLAND

Tulip City Airport - an allocation of \$105,000 to fund engineering work for runway rehabilitation. The proposed budget consists of \$94,500 federal, \$5,250 state, and \$5,250 local funds.

HOWELL

Livingston County Airport - an allocation of \$40,000 to fund design work for a new hangar area. The proposed budget consists of \$36,000 federal, \$2,000 state, and \$2,000 local funds.

MARQUETTE

Sawyer International Airport - an allocation of \$391,000 to construct taxiways, and for partial rehabilitation of several taxiways. The proposed budget consists of \$351,900 federal, \$19,500 state, and \$19,500 local funds.

OWOSSO

Owosso Community Airport - an allocation of \$67,000 for approach clearing. The proposed budget consists of \$60,300 state and \$6,700 local funds.

PONTIAC

Oakland County International Airport - an allocation of \$284,640 to acquire land in the Runway Protection Zone and for design work for a noise enclosure. The proposed budget consists of \$256,176 federal and \$28,464 local funds.

LOAN

IRON MOUNTAIN

Ford Airport - a loan of \$60,400 in state funds to construct a hangar. The loan will be supplemented with \$6,711 in local money.

NEW COMMISSIONERS WELCOMED



Commissioner Robert Bender

Michigan Aeronautics Commission Chairperson, Alice Gustafson, Director, William Gehman, and other members, welcomed two new commissioners at the November 4, 1999 meeting in Lansing. Robert Bender and Fred Rakunas were each appointed by Governor John Engler to five year terms. They replace Joseph Pietro and John Boerema.

Biographical sketches continued on page 7.



Commissioner Fred Rakunas

6 Runway Incursions: Coming Soon to Your Favorite Airport

(Part 2)

by Philip M. Tartalone

In the two months since the last publication of *Michigan Aviation*, we have received many phone calls from readers regarding runway incursions. The calls had a similar theme: "Yeah, that has happened to me," or "You know, we have a runway incursion problem at our airport." This feedback is very important to us at Aeronautics for two reasons. First, it lets us know that our customers are actually reading the publications. Second, and most important, it shows that pilot awareness of this very serious problem is increasing. The article in the last issue of *Michigan Aviation* identified some causes of runway incursions. This installment will address the precautions pilots can take to avoid an incursion.

National Awareness

Increasing awareness of a problem is the first step in solving it. On the national level, Vice President Al Gore, Transportation Secretary Rodney Slater, and Federal Aviation Administrator Jane Garvey unveiled Safer Skies—A Focused Agenda in April 1998. The program is based on a comprehensive study of the causes of aviation accidents, and presents a "focused agenda" to reduce them. Its goal for runway incursions is to show a 15 percent reduction of the 1997 baseline by the year 2000. Unfortunately, reported incursions increased by 9 percent in 1998, and the projection for 1999 is not favorable.

One tenet of the Safer Skies agenda is to increase the use of high-tech airport surface-control equipment. These are

surface radar systems such as ASDE (Airport Surface Detection Equipment) (see Figure 1) and AMASS (Airport Movement Area Safety System). Some of the nation's larger airports already have this equipment installed (see Figure 2) and additional installations are pending. Other airport modifications will be the installation of in-runway lighting for land and hold short operations (LAHSO), and additional runway and taxiway signs. High-tech solutions require considerable funding; and since Congress just slashed the aviation budget, do not expect to see any of these projects implemented soon.

Regardless of the high-tech systems installed at an airport, many simple, common sense solutions exist to help avoid runway incursions. Some of these tips are applicable only to towered airports, but most apply to all situations.

Preflight Planning is Essential

Take some time to review airport signs, and runway and taxiway markings. Accomplish this during your next flight review or on your own. Most of the material can be found in the *Aeronautical Information Manual* (AIM), Chapter 2, Section 3, *Airport Marking Aids and Signs*. Another source is an FAA brochure entitled *Airport Markings, Signs, and Selected Surface Lighting*, publication number FAA/ASY-20. Instrument pilots can get additional information under the "Introduction Tab" of the Jeppesen Airway Manual. Aeronautical lighting and marking aids are also included in the *Michigan Airport Directory*. For a very detailed discussion of airport markings, examine Advisory Circular AC 150/5340-1G, *Standards for Airport Markings*.

A vital part of preflight planning is to acquire (and study) airport diagrams for



Figure 1. Airport Surface Detection Equipment (ASDE) at Detroit Metro Airport.

the airports of intended use. Before climbing into the airplane, check the NOTAMS to learn about runway or taxiway closures. Mark them with a pencil to avoid confusion while taxiing. In addition, determine the most logical taxi route to your intended departure runway. Many large airports have published taxi routes—study these. If they assign you the "Silver 1" or "Aqua 2" at Detroit Metro, you will be prepared.

Airport diagrams are available from many sources. When you are flying in Michigan, the *Michigan Airport Directory* is a valuable source. If you are an instrument pilot, the NOS and Jeppesen include diagrams with your subscription. Other commercial sources for airport diagrams are Sporty's, King Schools, AOPA and Jeppesen's *JeppGuide*.

Write Down and Read Back Your Taxi Clearance

Reading back a taxi clearance is vitally important, especially if it involves runway crossings or hold short instructions. By reading back a clearance, the controllers can verify what you thought you heard, and they may even catch some of their own mistakes. If two pilots are on board, be sure that you both agree on the clearance instructions, taxi rout-

ing, and hold short instructions. If disagreement, confusion, or misunderstanding occurs, be sure to verify the clearance with the controller. Never read back a "best guess" clearance or simply reply "Roger."

Taxi Tips

Before announcing that you are "ready for taxi," be sure to have all of the required frequencies tuned, the GPS or Loran programmed, and your charts in order. This will reduce your work load and allow you to maintain a visual scan while taxiing.

At a nontowered airport, announce your intentions before beginning to taxi. At a controlled airport, obviously, do not begin to taxi without a taxi clearance. Taxi slowly and stop immediately if you become confused or disoriented. Confess your predicament to the ground controller and ask for a progressive taxi.

"See and be seen" by maximizing the use of your aircraft's lights. At night, however, be considerate of other traffic and keep your strobes and landing lights off until you are cleared for takeoff. If you land on a runway with centerline lighting, taxi about three feet off the centerline. Your aircraft will not blend in with the centerline lighting and it will help approaching aircraft to see you.

Maintain a "sterile cockpit" while taxiing (as you would during departure and approach to landing). A sterile cockpit implies that you limit your conversations to flight operations and safety. To this end, do not run checklists or perform any cockpit duties while approaching and crossing a runway or taxiway intersection. Attention must be focused on the event and everyone must visually clear the intersection before entering. In addition, ask your passengers to refrain from distracting and unnecessary conversation until airborne and outside the terminal area or parked on the ramp. You should, however, instruct them to point out any potential hazards.

The AIM addresses taxi procedures in Chapter 4, Section 3. The specific sections are 4-3-18 *Taxiing*, 4-3-19 *Taxiing During Low Visibility*, and 4-3-20 *Exiting the Runway After Landing*.

Taxi Into Position and Hold

"Taxi into position and hold" is a tech-

nique that controllers use to expedite traffic flow to and from an airport. The technique allows a departing pilot to position his or her aircraft on the runway while an arriving flight is still taxiing clear. Normally, the procedure is effective, but, unfortunately, mishaps still occur.

Before accepting the clearance, be sure that your runup and checklists are completed. As in any aviation procedure, communication is fundamentally important. Be clear when reading back the clearance. This allows a system of checks and balances between the pilots and controllers. If confusion exists, wait on the taxiway.

Once you have accepted the clearance, remember to look both ways before entering the runway. If you are waiting on the runway for an uncomfortable period, query the controllers. The accident record shows that controllers occasionally forget that they have cleared someone to "taxi into position and hold," and subsequently clear another aircraft to land on the same runway.

Land and Hold Short

Land and Hold Short Operations (LAHSO) is another technique used to expedite traffic flow at towered airports. The procedure mandates that a landing aircraft hold short of an intersecting runway, taxiway, or designated point on an airport while another aircraft takes off or lands on an intersecting runway. The collision course for disaster is obvious.

You must comply with a land and hold short clearance once you have accepted it. If the "other guy" has the land and hold short clearance, remember that you

are putting blind faith in that pilot's skills. Be sure you have the aircraft in sight and are content with its speed and position. If you are uncomfortable, abort the landing approach early. Always remember that as pilot in command, you may decline any clearance.

Conclusion

Regardless of the type of aircraft that you fly or whether you use towered or nontowered airports, the solutions to preventing runway incursions are the same: (a) do adequate preflight planning, (b) communicate effectively, (c) keep your eyes and ears open, and (d) ask and clarify if you are confused or disoriented. Finally, report any safety incidents to NASA through the Aviation Safety and Reporting System (ASRS). NASA has forms available on their web site, <http://olias.arc.nasa.gov/asrs/>.

The Michigan Bureau of Aeronautics has pilot safety seminars developed for runway incursions and airport signs. Used in conjunction, the two seminars make for an educational and informative evening. If you are interested in sponsoring a pilot safety seminar, visit our web site at <http://www.mdot.state.mi.us/aero/> or call 517-335-9915.

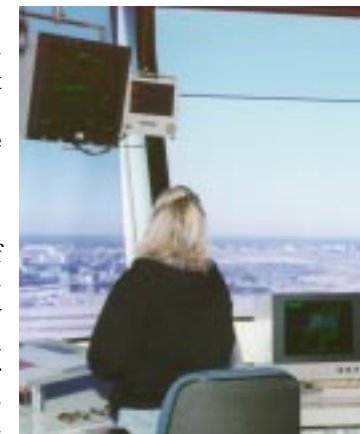


Figure 2. ASDE antenna dome atop the Detroit Metro Control Tower.

Decline the clearance if the following situations exist:

- ❑ You are not comfortable with your position or configuration. You may be too high or too fast to execute a normal landing.
- ❑ You are not comfortable with your equipment. For example, if you have recently made a transition to a more complex aircraft, your landings may not be consistent.
- ❑ The available landing distance is inadequate. Compute the landing distance for your aircraft as part of your preflight planning.
- ❑ Wake turbulence is a factor while holding short. If you are holding short in a Cessna 172 and a Boeing 737 is landing on an intersecting runway, wake turbulence is a factor.
- ❑ Less than ideal runway conditions exist. A wet or icy runway will make your landing distance unpredictable.